

From: Catherine Hart <cathy.hart2@comcast.net>
Sent: Wednesday, February 19, 2014 10:33 AM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Categories: Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Catherine Hart

21771

From: shawosubeavs@comcast.net
Sent: Wednesday, February 19, 2014 9:42 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Categories: Teal

Dear Stephen Posner

I am a resident of Washington and am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal. The proposed project will receive and ship North American crude oil to US refineries to offset or replace foreign imports and declining production in Alaska and California. This crude oil will be refined in US refineries to help meet the everyday needs of residents and businesses along the US West Coast – including those of the state of Washington. In short, it helps with America’s energy security and will bring economic benefits and valuable jobs to our local communities.

As a resident, I believe the safety and environmental reviews are extremely important and will help ensure that this is done safely and responsibly. As such, I would request that the scope of the SEPA environmental analysis be purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Risks caused by earthquakes
- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- Protection of Columbia River water quality and fish and wildlife resources
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility and have a dampening effect on transportation of other commodities, such as agricultural products, which are vital to the economies of Vancouver, Clark County and the state of Washington.

This balanced approach is consistent with SEPA statutes and regulations and will protect the environment while also ensuring the state’s ability to grow its economy. Thank you for considering my comments.

Sincerely,
Nate Shaw

From: Ruben.B.Rivera@tsocorp.com
Sent: Thursday, February 20, 2014 6:16 AM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Categories: Teal

Dear EFSEC Commissioners

I am a Tesoro employee from and am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal. As a Tesoro employee, I stand behind the company's commitment to safety and the environment. I have firsthand experience of how important safe, clean, and efficient operations are to Tesoro.

This terminal will also contribute to energy independence in the United States. Because of my job, I understand the market demand for moving crude oil to West Coast refineries. This terminal will make the transportation of crude oil from the Bakken and other regions more accessible and reduce the amount of crude U.S. refineries are currently forced to purchase from international sources. By allowing U.S. crude to move through a U.S. terminal to U.S. refineries, Tesoro and Savage are supporting U.S. energy independence and creating U.S. jobs.

I urge the committee to bear in mind the positive impact this terminal will have on the U.S. economy. As a Tesoro employee and an American job holder, my family depends on the strength of the oil and gas industry in the U.S. To keep this project moving forward on a schedule that will allow for its timely approval, please keep the scope of the SEPA environmental analysis purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility. This balanced approach is consistent with Washington's SEPA statutes and regulations and will protect the environment while also ensuring the state's ability to grow its economy.

Thank you for considering my comments.

Sincerely,
Ruben Rivera

From: Lene Harries <leneharries@gmail.com>
Sent: Friday, February 21, 2014 5:57 AM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Categories: Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Lene Harries

9200

From: Christine Kivimaki <christine6497@sbcglobal.net>
Sent: Sunday, February 23, 2014 6:45 AM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Categories: Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

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After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Christine Kivimaki

48044

From: Carol Russell <carolrussell50@msn.com>
Sent: Sunday, February 23, 2014 11:44 AM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Categories: Teal

Dear Governor Inslee and Washington EFSEC:

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After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Carol Russell

94952

From: Jordan Belville <jordan8651@yahoo.com>
Sent: Friday, February 28, 2014 6:02 PM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Categories: Teal

Dear Governor Inslee and Washington EFSEC:

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After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Jordan Belville

12853

From: lyndee cunningham <lyndeee@comcast.net>
Sent: Saturday, March 01, 2014 2:21 PM
To: tim.leavitt@cityofvancouver.us
Cc: EFSEC (UTC)
Subject: TESORO OIL TERMINAL

Dear Mayor Leavitt and City Council Members:

Please do all in your power to keep Tesoro Oil Terminal from being built in our beautiful city! It's frightening for so many reasons--I know you've heard them all before. Environment, health, chronic danger, lower property values, less economic growth.

Don't let this temporary 10 year oil lease stunt the potential of our beloved Vancouver and turn it into a dirty oil and coal town. The citizens have worked so hard in making it the fabulous city it now is --one that is constantly growing in quality of life for its citizens.

Don't let this oil terminal happen. Don't stunt Vancouver's growth now. I am so looking forward to the new Waterfront Development! It will trump the mere pittance of money and jobs possible with terminal and dirty, threatening oil cars coming through residences and downtown. We want that classy waterfront project to bring us into the league with other world-class cities which draw visitors from all over the world.

We want our children and their children to be the recipients of a city well loved and cared for. Please do not take away our quality of life in Vancouver. It will never come back again if you do and too many of us will leave town.

Thank you kindly. Lynda Cunningham

From: bob rayburn <brayburn44@yahoo.com>
Sent: Saturday, March 01, 2014 7:51 PM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Categories: Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

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- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

bob rayburn

60617

From: Anthony Sears <allritemobile@gmail.com>
Sent: Monday, March 03, 2014 6:37 AM
To: EFSEC (UTC)
Subject: Vancouver oil terminal

It is just wrong to expand this terminal and trains putting so many more lives in harms way. The oil is increasingly more volatile than before and the trains would increase 10 fold. There are so many parks and homes along the trains route I do not see how this can be considered. Look at the accident our friends from the north in Canada had to face when a explosion burned to death 48 people. Consider you might be signing some peoples death certificate by having this terminal and overloaded train system going through our home.

Tesoro Savage CBR
Public Comment
#311

Docket EF-131590

From: Michael <michael.t.olson@comcast.net>
Sent: Monday, March 03, 2014 6:57 AM
To: EFSEC (UTC)
Subject: STOP Tesoro and Savage's Proposal

Dear Council,

Please STOP the Tesoro-Savage proposal. The environmental, health and safety of Vancouver will be in EXTREME DANGER. It will have a significant adverse impact on the environment" that warrants a full environmental-impact study. It is ludicrous to consider siting an Oil Terminal in Downtown Vancouver and along the river. PLEASE LEARN from others environmental and safety catastrophes.

Sincerely,
Michael T. Olson

From: lyndee cunningham <lyndeee@comcast.net>
Sent: Monday, March 03, 2014 1:47 PM
To: povcommissioners@portvanusa.com
Cc: EFSEC (UTC)
Subject: TESORO OIL TERMINAL PROJECT IN OUR TOWN?

Dear Port Commissioners,

Please do all in your power to keep Tesoro Oil Terminal from being built in our beautiful city! It's frightening for so many reasons--I know you've heard them all before. Environment, health, chronic danger, lower property values, less economic growth.

I realize you signed prematurely, but please don't let this temporary 10 year oil lease stunt the potential of our beloved Vancouver and turn it into a dirty oil town. The citizens have worked so hard in making it the fabulous city it now is--one that is constantly growing in quality of life for its us all. Crude oil has had its heyday--it's not the right choice for forward thinkers. Let's please show vision and foresight and not narrow scope and days of old.

Don't let this oil terminal happen. Don't stunt Vancouver's growth now. I am so looking forward to the new Waterfront Development! It will trump the mere pittance of money and jobs possible with a terminal and dirty threatening oil cars coming through residences and downtown. We want that classy waterfront project to bring us into the league with other world-class cities which draw visitors from all over the world. We do not want Tesoro in our beloved town--it can benefit only the already rich oil barons who care not for our city--only their bottom line profits.

We want our children and their children to be the recipients of a city well loved and cared for. Please do not take away our quality of life in Vancouver. It will never come back again if you do, and too many of us will leave town. What kind of legacy do you wish to leave behind?

Thank you kindly for your reconsideration. Lynda Cunningham

From: Steven Skal <sskal@aol.com>
Sent: Tuesday, March 04, 2014 3:25 PM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Categories: Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

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After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Steven Skal

43214

Docket EF-131590

Tesoro Savage CBR
Public Comment
#314

From: L. Glasner <lyngla1@gmail.com>
Sent: Tuesday, March 04, 2014 3:42 PM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Categories: Teal

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After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

L. Glasner

10025

From: Gomi Bin <gomibin@hotmail.com>
Sent: Wednesday, March 05, 2014 2:19 AM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Categories: Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

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- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Gomi Bin

92683

From: Steve M. Carlson <nativelement@charter.net>
Sent: Monday, March 03, 2014 9:50 PM
To: EFSEC (UTC)
Cc: Steve Carlson
Subject: Scope Hearings

Committee Members:

I didn't find out about the project hearings until two weeks ago, and then the ice storm hit on the night before March 1, 2014 in White Salmon, where I live, and I couldn't make it to the meeting. I have several concerns about even sighting the oil facility in the Vancouver Area. I am a retired Geology Professor whose focus has been on the environmental geology of the Pacific Northwest for many years. Here are my concerns:

- **Earthquakes: Local:** Portland and Vancouver set on fault lines that run NW/SE, particularly the Portland Hills fault and the East Bank fault. They parallel the Willamette River and extend on to the Columbia River Area. The East Bank fault is particularly dangerous as it has not been active recently. The problem with local earthquakes is the liquifaction of the fill in the Portland Vancouver Area. If you build an oil distribution facility on fill, it will sink when a possible 7+ earthquake happens. Earthquake Hazard Maps of the potential risk are available at D.O.G.A.M.I. Most of the primary floodplain areas of Portland and Vancouver are at high risk.
- **Earthquakes: Distal:** Much research has gone into forecasting a devastating tectonic earthquake along the Washington/Oregon Coast. If the entire 800 miles of subduction zone rips, as it did in 1701, an earthquake larger than 9.3 will occur and the Puget-Willamette will be devastatingly affected. The 1963 Alaskan Earthquake is a good model for what could happen here. The coast will of course be totally devastated, but any building not retrofitted, or constructed to withstand the g forces of this size earthquake will fall victim. Any facility on fill, no matter how well constructed, will fall victim to liquefaction and sink.
- **Volcanic Action:** Mt. St. Helens is an "Active Volcano!" The largest mudflows at Mt. St. Helens historically come not during the eruption, but when debris trapped lakes brake out and combine with the loose valley material creating sizeable mudflows. Castle Lake is such a lake that has not had a permanent retention structure built. All but one of the Lewis River Dams are earthen filled dams, and a large tectonic quake could easily displace the reservoir's send a wall of water and mud into the Columbia River. This would hydrologically dam the river and cause a sizeable lake to form upstream. It has been estimated that the lake formed would minimally be up to 75 Ft above the present flood plain.
- **Structural Basin:** The transportation of these fluids across the Columbia River Plateau and down the Columbia River Gorge creates sizeable risk. After the Northridge earthquake in California, Eastern Washington University researched the folded hills on the plateau and found blind thrust faults in each of them similar to the one that was so devastating in Northridge. One of those blind thrust faults runs right through the gorge at

Rowena Point. The vertical basalt beds of Ground Ronde Basalt age just west of Doug's Beach are examples and the off set has been estimated at several thousand feet. The rail tracks on both sides of the river cross that fault, as well as the Hood River fault where I live. The Columbia River Canyon follows the folds and faults both prehistoric and present.

- Sliding: The other concern should be the transportation route itself. The largest continuous slide in the Northwest is from Wind Mountain to Cape Horn. It does continue into the Camas/ Washougal area but not to the extent it does in the gorge. These slides move up to 20 ft. a year and testimony to that effect would be that BPA has to put their towers in certain areas on skids so as to be able to pull them back in line. Several train derailments have happened in my lifetime because of the movement of the train tracks.
- I also wonder why we have to ship natural gas from so far away since NWNG has a 500-year supply available in Mist Oregon. My major professors back in the 70's actually worked to find this supply while looking for underground storage areas for the Alaska pipeline gas.
- I would also ask why the Port of Portland eliminated their Oil Tanker repair facility at Swan Island.

It would be irresponsible, if not libelous, for the Port of Vancouver not to take these natural hazards into consideration before going forward with a plan to put an oil facility in Vancouver.

Sincerely,

Steve Carlson

Adjunct Professor, Portland State University, retired.

975 NW Strawberry Mt. Rd.

White Salmon, WA 98672

541 571 5993

scarlson@pdx.edu

From: Sierra Club <information@sierraclub.org> on behalf of hoda alhassan <hoda.adoh95@gmail.com>
Sent: Wednesday, March 05, 2014 9:33 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Categories: Teal

Mar 5, 2014

Mr. Stephen Posner
P.O. Box 43172
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

Forty-seven people died in that explosion, which also devastated the town.

2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route.

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. hoda alhassan
4061 Calhoun St
Dearborn, MI 48126-3617

From: Sierra Club <information@sierraclub.org> on behalf of Jerry Hallead <jerryhallead@yahoo.com>
Sent: Wednesday, March 05, 2014 12:23 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Categories: Teal

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4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Mr. Jerry Hallead
3627 Matador W Apt 42
Traverse City, MI 49684-4651
(231) 510-6039

From: Sierra Club <information@sierraclub.org> on behalf of Bryce Alex <brycealex@sccstudents.org>
Sent: Wednesday, March 05, 2014 12:54 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Categories: Teal

Mar 5, 2014

Mr. Stephen Posner
P.O. Box 43172
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

Forty-seven people died in that explosion, which also devastated the town.

2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route.

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Mr. Bryce Alex
N/A
Draper, UT 84020

Docket EF-131590

Tesoro Savage CBR
Public Comment
#320

From: Sandy Wood <columbiagrove@msn.com>
Sent: Wednesday, March 05, 2014 2:27 PM
To: EFSEC (UTC)
Subject: Tesaro Savage Vancouver, Wa

I find it of great concern that at a Community Discussion held on Saturday, March 1, Tesaro Savage and the Port of Vancouver Commissioners declined to attend.

If their plan is so wonderful for the City of Vancouver, Clark County, the State of Washington, and the Pacific Northwest, why are they afraid to sit on a stage with other people and present their ideas and concepts? Is it because they know they are only offering destruction of our lives, health, property, habitat, and future? Is it because they don't want to answer questions about their safety records? It is easier to continue threatening us with their oil trains, shaped like bullets or bombs, if they don't have to look their victims in the face.

If we are truly looking at oil for use in the US, why are we even discussing the Pacific Northwest? Why isn't a refinery built in North Dakota, avoiding the thousands of miles of dangerous rail travel with the explosive crude oil? Why isn't it financially more practical to refine the oil near the source?

And, more importantly, why isn't the wealth of knowledge and information being used to increase the use of clean energy, avoiding oil and coal completely, leaving them safely in the ground?

We know the facts about oil and coal and their dangers. This is not the 17th century, where we do not have choices or knowledge!

We drive fuel efficient cars, we avoid using chemicals on our property, we protected our property for the Federally endangered chum salmon. Why would we want oil or coal trains passing along our property line? Our property was purchased by a family member in the 1880's BEFORE the RR was built; thanks to his foresight, the RR was built away from the river, at least along his property. Our property is bordered by the RR and the Columbia River.

BNSF claims to be protecting us: in August, 2013, I was informed by a BNSF employee that they were X-raying the rails every 28 days to ensure safety. They replaced a rail across our driveway in September; a couple of days ago, they replaced a rail across our neighbor's driveway. This is safety? The weight and quantity of the coal trains, coupled with the coal dust spillage, is destroying the rails and the support systems; now we have the weight and quantity of the oil trains to add to the damage. The RR was built for grain and similar loads, shorter trains, fewer engines, not for 3 engines pulling and another 3 engines pushing, and 150 cars or coal or oil in between. When there is a derailment, the damage will be incalculable!

Much of the RR system goes through towns and along our Columbia River. Real people and real lives are in danger.

The crude oil spilling through the wetlands and trees into the river guarantees damage of the entire ecosystem.

Of course, that assumes that we don't all get vaporized in the fireball.

This oil cannot be skimmed from the top of the river; it sinks to the bottom, destroying habitat for hundreds of

years.

Yesterday, BNSF had an invitation-only meeting with business people in Clark County; they did not want the public to be involved, ask questions, or provide opinions about the potential. They did not even want the media to attend: and we should all trust them?

If this is such a wonderful idea, wouldn't they be celebrating it with everyone?

Please deny permits to any company bringing oil or coal through our Pacific Northwest. Please deny the building of an oil terminal in Vancouver.

The Pacific Northwest grows wine and apples and seafood, not death and destruction.

The Seventh Generation will not exist, if this is allowed to continue.

Thank you for listening to my questions.

Sandy Wood
PO Box 871660
Vancouver, Wa 98687

Docket EF-131590

Tesoro Savage CBR
Public Comment
#321

From: Sierra Club <information@sierraclub.org> on behalf of Kathy Harvey
<harveyrousek@gmail.com>
Sent: Wednesday, March 05, 2014 6:25 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Categories: Teal

Mar 5, 2014

Mr. Stephen Posner
P.O. Box 43172
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

- 1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities. Forty-seven people died in that explosion, which also devastated the town.
- 2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- 3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- 4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.
- 5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Kathy Harvey
17300 135th Ave NE Unit 224
Woodinville, WA 98072-6878
(425) 485-2487